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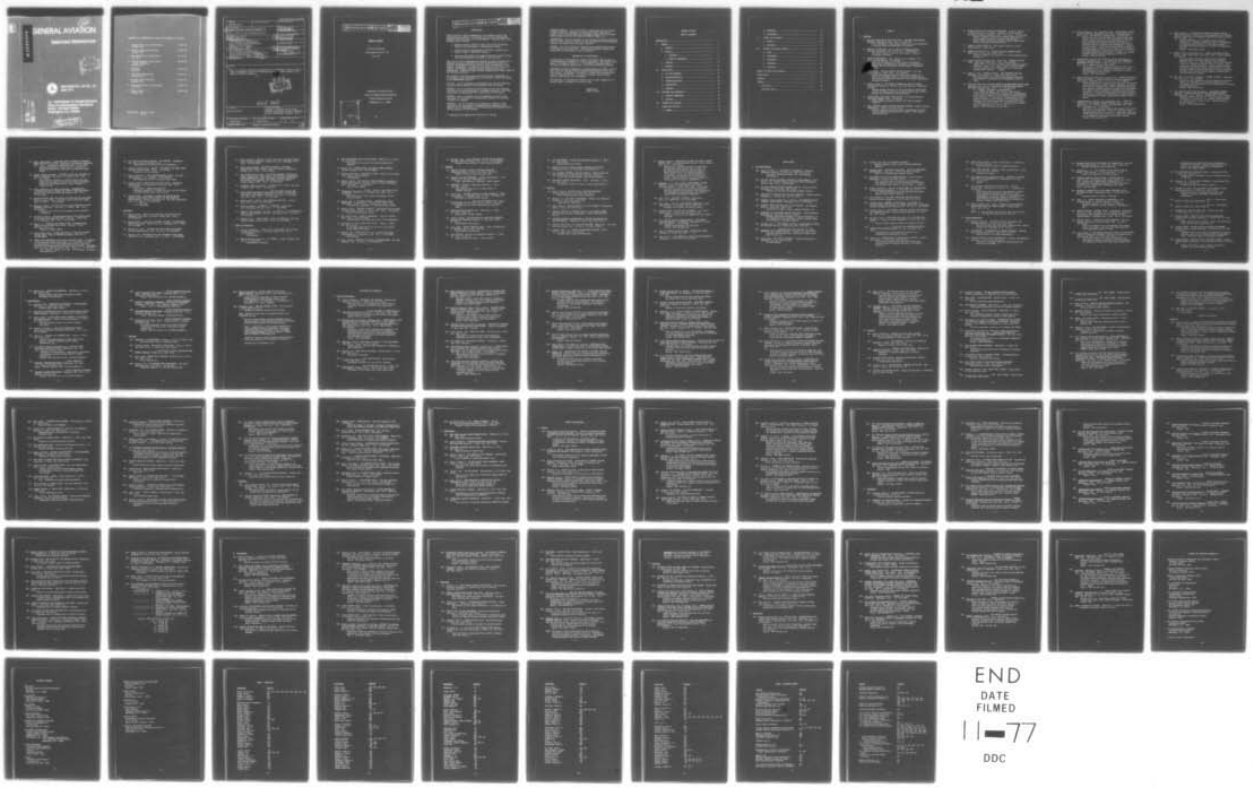

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Technical Report Documentation Page

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.
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4. Title and Subtitle	5. Report Date
GENERAL AVIATION, SELECTED REFERENCES.	June 1977
	6. Performing Organization Code
7. Author(s) Anne B. La Foy	8. Performing Organization Report No. DOT-OST-LIB-10
9. Performing Organization Name and Address U.S. Department of Transportation Office of Administrative Operations Library Services Division Washington, D. C. 20590	10. Work Unit No. (TRAIS) 11. Contract or Grant No. 13. Type of Report and Period Covered Bibliographic List — through CY 1976
12. Sponsoring Agency Name and Address U.S. Department of Transportation Office of Administrative Operations Library Services Division Washington, D. C. 20590 (12) 79p.	14. Sponsoring Agency Code
15. Supplementary Notes	

16. Abstract

This is a selected, partially annotated listing of periodical articles, reports, books, and pamphlets held by the Department of Transportation Library on the subject of general aviation.

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17. Key Words	18. Distribution Statement
General aviation	Document is available to the public through the National Technical Information Service, Springfield, Virginia 22151

19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price
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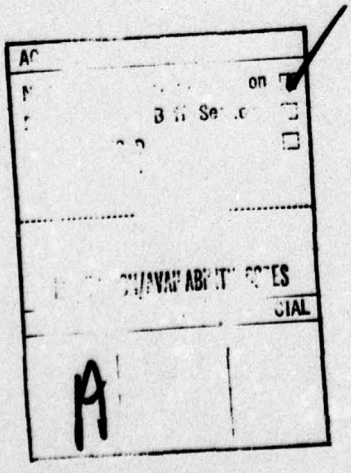

INTRODUCTION

General aviation, which encompasses all civil aviation except that classified as air carrier, is a subject too broad for comprehensive coverage within the scope of this bibliography. Arbitrary limits were therefore set as follows:

a. Material cited is limited to that held by the 10A Services Branch of the Department of Transportation Library.

b. Period covered is approximately 1970-1976. Exceptions are made for items of historical interest.

c. Citations are indicative of types of material available rather than representative of the depth of the collection.

This, then, is not a comprehensive treatment of general aviation but a selected, partially annotated listing of the DOT branch library's holdings of periodical articles, reports, books and pamphlets on the subject. Arrangement is by subject, with author and corporate source indexes, and listings of general aviation-oriented journals and associations. Sources used were in-house catalogs and in-house indexes of the 10A Services Branch.

The categories into which general aviation has been subdivided* for the purpose of this bibliography are, in the order in which they appear in the APPLICATIONS section:

AIR TAXI: use of an aircraft by the holders of an Air Taxi Operating Certificate which operation is authorized by that certificate.

COMMUTER: use of an aircraft by those holders of Air Taxi Operating Certificates who perform pursuant to published schedules at least five round trips per week between two or more points, or carry mail.

BUSINESS: use of an aircraft, not for compensation or hire, by an individual for the purpose of transportation required by a business in which he is engaged.

EXECUTIVE: use of an aircraft by a corporation, company or other organization for the purpose of transporting its employees and/or property not for compensation or hire and employing professional pilots for the operation of the aircraft.

* Definitions are adapted from FAA-AVP-76-9, Item 22.

INDUSTRIAL/SPECIAL: use of an aircraft in specialized work not covered by above categories; included are aerial applications (agriculture, forestry, etc.), fire fighting, law enforcement, medical services, photography, pipeline patrol, surveying, governmental usage, etc.

INSTRUCTIONAL: use of an aircraft for the purposes of formal instruction with the flight instructor aboard, or when the maneuvers on the particular flight(s) are specified by the flight instructor.

PERSONAL: use of an aircraft for purposes not associated with business or profession, and not for hire. This includes pleasure flying, sport flying, and for maintenance of pilot proficiency.

AVAILABILITY OF PUBLICATIONS

The Department of Transportation Library, 10A Services Branch, has all of the publications referred to in this bibliography. The library's call number in the case of books (e.g., TL 545.A85) or accession number in the case of technical reports (e.g., IR 76-1573) follows the citation.

Individuals outside the Department of Transportation are urged to consult their own local libraries before requesting publications on loan from this library. Availability of documents is shown below the appropriate citation wherever possible. A listing of document sources appears after the last page of the bibliography.

The Department of Transportation Library does not have a capability to furnish copies of documents or articles cited.

Compiled by:
Anne B. La Foy

GENERAL AVIATION

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GENERAL

A. Overview.

1. Aircraft Owners and Pilots Association. THE TRUTH ABOUT GENERAL AVIATION. Washington, 1968. 24 p. (TL 533.A7)
   Policy statement of the Aircraft Owners and Pilots Association to promote better understanding by the public.

2. AMERICA'S FLYING BOOK. By the editors of Flying magazine. New York, Scribner's, 1972. xxvii, 365 p. (TL 544.A73)
   From how to begin to learn to fly to what to look for in buying an airplane.

3. AVIATION FUNDAMENTALS. Rev. Denver, Colo., Jeppesen & Co., 1973. Various pagings. (TL 545.A85)
   Basics of the science of flight, history of aviation, meteorology, communications, navigation, introduction to Federal Aviation Regulations and the Airman's Information Manual.

4. Bain, Donald. THE CASE AGAINST PRIVATE AVIATION. New York, Cowles Book Co., 1969. 208 p. (TL 534.B15)
   Author feels private aviation enjoys undue freedom of operation, highlights points of contention between government, airlines and private aviation, and proposes recommended corrective measures.

5. Brewer, George F. THE FUTURE OF GENERAL AVIATION IN EUROPE. Aeronautical Journal, v. 76(738), Jun. 1972: 352-357. Discussion: 357-361.
   Defines general aviation, its role and place in economy and society of Europe, points up constraints which might inhibit growth, but forecasts unlimited potential.

6. FLYING ANNUAL AND PILOT'S BUYING GUIDE. New York, Ziff-Davis Publishing Company, 1965- (TL 544.F6)
   Annual report on general aviation with varying special features.

7. GAMA LAUNCHES NATIONAL AVIATION EDUCATION PROGRAM. Airport Services Management, v. 15(6), Jun. 1974: 21-22.
   Aviation Education Resources Centers established by General Aviation Manufacturers Association (GAMA) in 100 colleges and universities.

8. GENERAL AVIATION AND COMMUNITY DEVELOPMENT. Edited by Michael Z. Sincoff and Jarir S. Dajani. Norfolk, Va., Old Dominion University Research Foundation, 1975. xvii, 254 p. (TL 541.G36)
Report of National Aeronautics and Space Administration and the American Society for Engineering Education Summer Faculty Fellowship Program in Engineering Systems Design, NASA-Langley Research Center.

9. GENERAL AVIATION GROWS UP. AIAA Student Journal, v. 12(4), Winter 1974/75: entire issue.

10. GENERAL AVIATION IN '75: WE MUST BE DOING SOMETHING RIGHT. AOPA Pilot, v. 19(3), Mar. 1976: 37-39.
Narrative summary, with statistics of traffic, manufacturing, airmen, etc.

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"GAMA's goal is to provide a better understanding of general aviation... what it is... what it does... and an insight into the industry's very significant role in America's transportation system." - author.

12. Helms, J. Lynn. GENERAL AVIATION: THE OPPORTUNITY AND THE CHALLENGE. ICAO Bulletin, v. 30(9), Sep. 1975: 12-15.
New sociological, environmental and economic influences bring greatest opportunities and challenges of last 30 years.

13. JOINT DOT-NASA CIVIL AVIATION RESEARCH AND DEVELOPMENT POLICY STUDY. Washington, U.S. Dept. of Transportation/National Aeronautics and Space Administration, 1971. 2 v. (TL 533.J7A5)
v. 1 REPORT. DOT-TST-10-4, NASA SP-265.
v. 2 SUPPORTING PAPERS. DOT-TST-10-5, NASA SP-266.
"CARD" study was undertaken in response to a recommendation by the Senate Committee on Aeronautical and Space Sciences (90th Congress). It evolved as a comprehensive review of policies affecting civil aviation, of the problems confronting it and of the potential it possesses for future contributions to the nation. For general aviation subject area see especially pp. 3-32 to 3-41, v. 2.
Source: NTIS (PB-198 802; PB-198 803)

14. Little, Arthur D., Inc., Cambridge, Mass. INSTITUTIONAL FACTORS IN CIVIL AVIATION. Washington, U.S. Dept. of Transportation, 1971. 165 p. DOT-TST-10-1. NASA-CR-1807. (TL 533.J7L5)
Prepared for the Joint DOT-NASA Civil Aviation R&D Policy Study. (See also Item 13) "The objectives of the study are to identify institutional factors which are constraining the civil aviation R&D process by which new or improved systems and equipment are developed in response to civil aviation needs; to postulate options to remove or attenuate these constraints; and to discuss the advantages and disadvantages of choosing any given option in order to help guide national policy-makers." - author. For general aviation subject area see especially pp. 139-165.
Source: NTIS (PB-198 799)

15. Massachusetts Institute of Technology, Flight Transportation Laboratory, Cambridge, Mass. AIR SERVICE TO SMALL COMMUNITIES, DIRECTIONS FOR THE FUTURE. Joseph F. Vittek, Jr., ed. Feb. 1974. 84 p. NASA-CR-138 377 (IR 75-0155)
Final report of workshop sponsored jointly by U.S. Dept. of Transportation and U.S. National Aeronautics and Space Administration on the problems of providing air service to low and medium density points.
Source: NTIS (N74-23503)

16. Opinion Research Corporation, Princeton, N.J. GENERAL AVIATION AS SEEN BY THE PUBLIC. Prepared for General Aviation Manufacturers Association. Washington, Jul. 1973. 54 p. (IR 74-0981)
"Although they do not recognize it by that name, the American people overwhelmingly support General Aviation, as well as our total air transportation system. Relatively few people have negative attitudes toward any aspect of air transportation that our survey addressed, including aircraft noise and safety... The most popular means of providing financial support to our overall air transportation system appears to be a combination of federal taxes and fees paid by users." - author.

17. Optimum Computer Systems, Inc., Washington, D.C. A STUDY OF ATTRITION IN THE DOMESTIC GENERAL AVIATION FLEET. Final report. Washington, U.S. Federal Aviation Administration, Apr. 1976. 82 p. FAA-AVP-75-14. (IR 76-0615)
About 85% of the aircraft added to the domestic fleet since 1947 are still registered. About 2% of the fleet is deregistered each year but this rate is declining. About 10% of the registered fleet is inactive. About 7% of the fleet is in operation if conditions are generally flyable.
Source: NTIS (AD-A023 271)

18. Pugh, Francis L. A PRIVATE PILOT LOOKS AT GENERAL AVIATION. American Institute of Aeronautics and Astronautics, 4th Aircraft Design, Flight Test, and Operations Meeting, Los Angeles, Calif., Aug. 7-9, 1972. 9 p.
Examines feasibility of non-business family aviation applications - pleasure, training, travel - by presenting a three-year case history of a four-place airplane. Concludes that family flying is, at best, only marginally feasible.
Source: AIAA (Paper 72-812)

19. Sanborn Aviation Associates, Inc. GENERAL AVIATION'S PIVOTAL DECADE. Upper Saddle River, New Jersey, 1970. Various pagings. (TL 541.S27)
Six part report published in Air (Aircraft Technical Management Report) a monthly publication of Sanborn Aviation Assoc., Inc. Nov. 1969-Apr. 1970 (v.2(11-12) and v.3(1-4)). Called the "Sanborn report." Subject matter ranges from growth assumptions to forecasting techniques, outlook for business jet sales, utility value of private aircraft, impact of airport saturation on long term growth, strength of the personal flying segment, aviation education and marketing concepts.

20. U.S. Aviation Advisory Commission. GENERAL AVIATION. Washington, May 1972. 21 p. (IR 73-01393)
Government should recognize, through statement of national policy, the essentiality of general aviation and lend assistance toward fulfillment of its contribution to national transportation goals.
Source: NTIS (PB-216 400)

21. U.S. Federal Aviation Administration. CHARTBOOK ON GENERAL AVIATION: AIRCRAFT OWNER AND UTILIZATION CHARACTERISTICS. Washington, Nov. 1976. Unpaged. FAA-AVP-76-19. (IR 77-0154)
Companion document to item 22; contains essential summary information in 3 sections: a. general aviation fleet, b. general aviation flying, and c. general aviation owners and users.
Source: NTIS (AD-A035 299)

22. _____. GENERAL AVIATION: AIRCRAFT OWNER AND UTILIZATION CHARACTERISTICS. Washington, Nov. 1976. Various pagings. FAA-AVP-76-9. (IR 77-0145)

Analysis of distribution of general aviation fleet by type of aircraft, nine primary use categories, regional representation, type of ownership, age of aircraft, income of owner, avionics, hours flown, etc. (See also item 21)

Source: NTIS (AD-A035 144)

23. _____. 1970 STUDY OF GENERAL AVIATION FLYING OCCUPANT LOAD FACTORS. BASED UPON ACCIDENT RECORDS FOR GENERAL AVIATION FLYING 1964-1968. Washington, May 1970. iv, 46 p. (IR 70-00039)

Seven kinds of general aviation flying are analyzed, weighted on basis of hours and miles flown. Study estimates that there were 2.5 persons on average general aviation flight during period covered, or between one and two others in addition to the pilot.

Source: NTIS (N70-40800)

24. _____. RELATIONSHIPS BETWEEN GENERAL AVIATION AIRCRAFT AND POPULATION. By A. D'Arcy Harvey. Washington, 1972. iii, 24 p. (TL 533.4.A5)

Positive relationship exists between population and general aviation aircraft ownership. Understanding this should prove helpful in planning future airport and airway requirements.

25. Warford, Jeremy J. PUBLIC POLICY TOWARD GENERAL AVIATION. Washington, Brookings Institution, 1971. xii, 193 p. (TL 533.1.W28)

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31. Gilbert, J. JENNY. Flying, v. 84(3), Mar. 1969: 52-55.
Brief history, specifications, and full-page color spreads.

32. GOLDEN ANNIVERSARY OBSERVANCE OF MAN'S FIRST SUCCESSFUL POWERED FLIGHT. Proceedings at the exercises held at Wright Brothers National Memorial, December 14-17, 1953, in commemoration of the fiftieth anniversary of the first flight of an airplane made by Wilbur and Orville Wright. Washington, U.S. Govt. Printing Office, 1954. xvi, 27 p. (TL 540.W7G6)
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35. Lindbergh, Anne Morrow. NORTH TO THE ORIENT. New York, Harcourt, Brace and Company, 1935. 225 p. (TL 554.L41)
Story of the flight made by Col. and Mrs. Lindbergh in 1931, from Washington, D.C. to Japan and China.

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40. Peterson, Houston. SEE THEM FLYING; HOUSTON PETERSON'S AIR-AGE SCRAPBOOK, 1909-1910. New York, R. W. Baron, 1969. 261 p. (TL 515.P38)
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Company by company report.

43. Satterfield, Archie. ALASKA BUSH PILOTS IN THE FLOAT COUNTRY. Seattle, Wash., Superior Publishing Company, 1969. 159 p. (TL 522.A4S37)

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Arranged by country of origin, includes specifications.

D. Industry.

90. Benyo, Richard. SALESMEN SPEAK ON OVERSEAS MARKETING. Professional Pilot, v. 8(2), Feb. 1974: 39-41.
Four representatives of major companies.

91. Christy, Joe. *THE COIN OF LEADERSHIP. Business and Commercial* Aviation, v. 36(6), Jun. 1975: 75-98.
Gates Learjet Corporation.

92. Combs, Harry B. WHAT'S AHEAD IN U.S. BIZ AV EXPORT? Professional Pilot, v. 9(2), Feb. 1975: 10-12.

93. EUROPEAN BUSINESS JET INDUSTRY VIEWS U.S. AS PRIMARY MARKET. Aviation Week and Space Technology, v. 98(22), May 28, 1973: 238, ff.

94. EUROPEAN HELICOPTER MANUFACTURERS-- PUSHING NEW PRODUCTS AND NEW TECHNOLOGIES. Interavia, v. 31(1), Jan. 1976: 27-31.

95. Francis, Devon Earl. MR. PIPER AND HIS CUBS. Ames, Iowa. Iowa State University Press, 1973. xi, 256 p. (TL 724.5 .P5F72)

96. Grangier, Marc. U.S. GENERAL AND BUSINESS AVIATION. Interavia, v. 31(3), Mar. 1976: 219-223.
Economic data on major manufacturers.

97. Hedrick, Frank E. PAGEANTRY OF FLIGHT; THE STORY OF BEECH AIRCRAFT CORP. New York, Newcomen Society in North America, 1967. 36 p. (TL 537.B4H3)
Delivered at a national meeting of the Newcomen Society held at New York on Sep. 28, 1967, by Mr. Hedrick, then executive vice president of Beech Aircraft Corp. Mr. Hedrick's preface: "It is said - not by us at Beech Aircraft, but by those whose profession it is to know such things - that the history of general aviation is, in the main, the history of Beechcraft."

98. Humphreys, J. R. WHY SO FEW ALL NEW GENERAL AVIATION AIRCRAFT. Society of Experimental Test Pilots, Technical Review, v. 12(3), 1975: 43-50. (TL 501.S63)
In spite of assurances of marketing departments that new designs are engineered, low-risk policies of management and other economic and financial factors inhibit industry's innovation.

99. Isely, Bliss. THE STORY OF CESSNA. Bliss Isely /s.l: s.n., 1957?/ 68 1. (TL 724.5.C3183)

100. Kent, David. THE U.S. MASS-PRODUCED AEROPLANE. Flight International, v. 107(3435), Jan. 9, 1975: 41-44.
Assembly line methods of Cessna and Piper.

101. PRIVATE FLYING, BIG LIFT FOR AN INDUSTRY. U.S. News & World Report, v. 74(18), Apr. 30, 1973: 82-83.
Personal flying spurs all segments of small plane business.

102. U. S. Federal Aviation Administration. THE GENERAL AVIATION INDUSTRY - AN OVERVIEW. Washington, Jul. 1975. 56 p. FAA-AVP-75-4. (IR 75-1093)
Background information and statistics.
Source: NTIS (AD-A015 871)

103. THE U.S. GENERAL AVIATION SCENE: BETWEEN TWO SLUMPS? Interavia, v. 30(2), Feb. 1975: 167-170.

104. Wild, Rolf H. THE ECONOMICS OF LIGHT AIRCRAFT PRODUCTION. Interavia, v. 31(3), Mar. 1976: 224-226.

APPLICATIONS

A. Air Taxi/Commuter.

105. Aarons, Richard N. THE SUBPART D CONTROVERSY. Business & Commercial Aviation, v. 37(4), Oct. 1975: 111-113, ff.
Air taxis, corporate aircraft, and "time sharing" controversy.

106. AIR TAXI CHARTER AND RENTAL DIRECTORY OF NORTH AMERICA. River Forest, Ill., Aircraft Charter and Rental Tariff Information Service, 1975. 102 p. (TL 538.A58)

107. CAN YOUR COMMUNITY SUPPORT COMMUTER SERVICE? Airport Services Management, v. 15(4), Apr. 1974: 51-53.
Questions to ask when considering commuter service.

108. CHECKLIST FOR MANAGING SAFE AIR TAXI OPERATIONS. Airport Services Management, v. 15(12), Dec. 1974: 38, 40-44.

109. Commuter Airline Association of America. THE COMMUTER AIRLINE INDUSTRY, ANNUAL REPORT. Washington, 1972- (TL 535.C67)

110. COMMUTER GROWTH RATE TOPS THAT OF BIG AIRLINES. Air Transport World, v. 13(4), Apr. 1976: 34-35.
Statistics of traffic volume, commuter airports, etc.

111. COMMUTERS CALL FOR BETTER AIRPORT FACILITIES. Airport Services Management, v. 15(5), May 1974: 46, 48-50.
Workshop sponsored by Commuter Air Carrier Conference of the National Air Taxi Conference contends commuter needs not considered in terminal planning.

112. Feldman, Joan M. THE COMMUTER AIRLINES: STEPCHILDREN NO LONGER. Air Transport World, v. 11(11), Nov. 1974: 36-38, ff.

113. _____. COMMUTERS MAKE THEIR MARK ON U.S. TRANSPORTATION. Air Transport World, v. 12(11), Nov. 1975: 24-25.
Includes traffic statistics, inventory of types of aircraft in use, etc.

114. Field, Hugh. THE AIR-TAXI BUSINESS. Flight International, v. 108(3464), Jul. 31, 1975: 157-161.
In Great Britain.

115. FLIGHT'S 1976 LOCAL AIR TRANSPORT YEARBOOK.
Appears annually as June issue of FLIGHT OPERATIONS magazine.

116. Grangier, Marc. THE THIRD-LEVEL SCENE: VARIETY IN OPERATIONS AND EQUIPMENT. Interavia, v. 30(5), May 1975: 500-506.
Size of U.S. and European commuter fleets.

117. HELICOPTERS FOR ATX AND CHARTER SERVICES. Airport Services Management, v. 15(7), Jul. 1974: 20-23.
"Ten years from now it will be a rare charter/air taxi operation that can offer everything its customers want without rotary wings as well as fixed." - author.

118. McCabe, Laurence E. THE AGE OF THE COMMUTER IS JUST BEGINNING. Airport Services Management, v. 16(2), Feb. 1975: 36-37.
Flow through subsidy concept and grants-in-aid promise help for local service carriers.

119. Miel, Charles R. WHY SMALL TOWNS NEED COMMUTER SERVICE. Airport Services Management, v. 15(7), July 1974: 34-35.

120. Munley, Frank. COMMUTER AIRLINE SAFETY: AN ANALYSIS OF ACCIDENT RECORDS AND THE ROLE OF FEDERAL REGULATIONS. Washington, Aviation Consumer Action Project, 1976. iv, 171 p. (TL 720.M87)

121. Pickett, James A. FLOW-THROUGH SUBSIDIES OPEN NEW OPPORTUNITIES FOR COMMUTER AIRLINES. Airport Services Management, v. 15(9), Oct. 1974: 28-31.

122. St. Mark, Janet. "FOUR WHEELS ARE GOOD, BUT FIXED WINGS ARE BETTER ..." Airport Services Management, v. 16(3), Mar. 1975: 29-32.
Growth of cargo services offered by commuter airlines.

123. _____. SHORT-HAUL AIR TRANSPORTATION NEEDS. Journal of Air Traffic Control, v. 16(4), Jul.-Aug. 1974: 6-11.
Presentation by vice president of National Air Transportation Associations (NATA).

124. Swan, W. M. NETWORK STUDY OF SUBSIDIZED AIR SERVICE. Journal of Aircraft, v. 13(4), Apr. 1976: 227-230.
Use of small turboprop aircraft for providing subsidized service by commuter carriers or by regional airlines.

125. THIRD LEVEL AIRLINES. Flight International, v. 107(3440), Feb. 13, 1975: 245-271.
Country-by-country guide to commuter airlines.

126. THIRD-LEVEL AIRLINES. UPDATE. Flight International, v. 109 (3497), Mar. 20, 1976: 701-703.
Supplement to above.

127. U.S. Federal Aviation Administration. COMMUTER AIR CARRIER OPERATORS AS OF SEPTEMBER 1975. Washington, Sep. 1975. 53 p. (TL 538.A51)
Annual.

128. U.S. National Transportation Safety Board. AIR TAXI SAFETY STUDY. Washington, Sep. 1972. 73 p. NTSB-AAS-72-9. (TL 504.A3)
Historical review of the air taxi industry, accident data, government regulation, results of a field investigation of a select number of representative air taxi/commuter operations, pertinent findings of a public hearing, and recommendations for accident prevention. Source: NTIS (PB-213 617)

129. Waldo & Edwards, Inc. THE U.S. COMMUTER AIRLINE INDUSTRY: ITS CURRENT STATUS AND FUTURE OUTLOOK. Redondo Beach, Calif., 1970. 47 p.

NOTES: 1. For accidents involving air taxis, see item 353.
2. For commuter statistics see item 440.

B. Business/Executive

130. Alverson, Warren J. THE SHAKY CASE FOR THE COMPANY JET. Business Horizons, v. 15(2), Apr. 1972: 79-88.
Can cost 20 times more than public transportation; special benefits and advantages may be illusory.

131. BIBLIOGRAPHY: THE MANAGEMENT OF BUSINESS AIRCRAFT. Business and Commercial Aviation, v. 36(2), Feb. 1975: 62.
Recent articles and other publications.

132. BUSINESS AVIATION AND THE EUROPEAN 500. Business and Commercial Aviation, v. 35(1), Jul. 1974: 50-53.
Directory of European companies owning business aircraft and types owned.

133. BUSINESS AVIATION AND THE FORTUNE 1000 CORPORATIONS. Business and Commercial Aviation, v. 35(5), Nov. 1974: 52-56, ff.
Aircraft operated by the Fortune 1000.

134. Churchville, L. J. GOOD BUSINESS FLYING RECORD COULD BE BETTER. SAFE Journal, v. 5(1), Spring 1975: 12-15.
Causes of accidents in business aircraft.

135. CORPORATE AIRCRAFT SAFETY SEMINAR: PROFESSIONALISM - A WAY OF LIFE. Proceedings, 20th Annual Meeting, Apr. 13-15, 1975. Sponsored by Flight Safety Foundation, Inc., in cooperation with National Business Aircraft Association. Arlington, Va., Flight Safety Foundation, Inc., 1975. 151 p. (TL 541.6.C68)

136. DESIGNER OF SUPERCRITICAL WING ANSWERS QUESTIONS ON BIZ AV SHAPES TO COME. Professional Pilot, v. 9(2), Feb. 1975: 40-44.
Interview with Dr. Richard T. Whitcomb.

137. Ford, G. E. THE USE AND USAGE OF HELICOPTERS. Aeronautical Journal, v. 77(749), May 1973: 233-234.
Executive transport to locations not otherwise readily accessible, police, ambulance, photographic, etc.

138. GENERAL AVIATION - BUSINESS FLYING. Proceedings. Conference, Aug. 17-19, 1972, Tullahoma, Tenn., sponsored by University of Tennessee Space Institute and U.S. Federal Aviation Administration. Tullahoma, Tenn., 1972. 146 p. (TL 541.G37)

139. Harkins, Edwin P. BUSINESS AVIATION PRACTICES. New York, National Industrial Conference Board, 1970. ii, 122 p. (TL 541.H28)
Based on information from 166 companies that operate one or more planes. The Conference Board previously studied business aviation in 1960.

140. Jose, Dwayne K. THE CORPORATE/EXECUTIVE MARKET FOR HELICOPTERS. Society of Automotive Engineers, National Air Transportation Meeting, New York, N. Y., Apr. 20-23, 1970. 31 p.
Gives brief history of corporate aviation and its advantages to business community, identifies problems and constraints confronting fixed-wing corporate air

transportation and identifies which are amenable to solution by rotorcraft. Reviews characteristics of some of most commonly used business helicopters. Source: SAE (Paper 700285)

141. 1976 PROFESSIONAL PILOT SALARY SURVEY. Professional Pilot, v. 10(4), Apr. 1976: 60-61.
Average salaries, arranged by type of aircraft and type of business.

142. Paterson, Tom. BIZ AV FACES STRETCHOUT. Professional Pilot, v. 9(1), Jan. 1975: 20-21.
Economic forecast for business aviation.

143. PROBING THE ROLE OF THE HELICOPTER IN THE CORPORATE FLEET. Professional Pilot, v. 9(10), Oct. 1975: 72-75.
Continuing series of roundtable discussions with leaders in corporate helicopter operations and manufacturers.

144. _____. Part II. Professional Pilot, v. 10(1), Jan. 1976: 22-24, ff.

145. _____. Part III. Professional Pilot, v. 10(3), Mar. 1976: 19-20, ff.

146. PROFESSIONAL PILOT 1976 WHO'S WHO. Professional Pilot, v. 10(9), Sep. 1976: 14-16, ff.

147. SPECIAL REPORT: BUSINESS FLYING FACES NEW CHALLENGES. Aviation Week and Space Technology, v. 99(13), Sep. 24, 1973: 34-35, ff.
Twelve articles treat economics, rules, cost allocation, noise, sales, fuel, production, etc.

148. SPECIAL REPORT: BUSINESS FLYING'S CHANGING ENVIRONMENT. Aviation Week and Space Technology, v. 93(12), Sep. 21, 1970: 9, 40-43, ff.
Seventeen articles treat laws and regulations, airports, avionics, cargo, pilot training, police and ambulance roles. Editorial comment on problems of success.

149. SPECIAL REPORT: BUSINESS FLYING'S EXPANDING MARKET. Aviation Week and Space Technology, v. 101(12), Sep. 23, 1974: 11, 42-43, ff.
Seventeen articles on fuel, exports, helicopters, navaids, etc., with editorial comment.

150. SPECIAL REPORT: BUSINESS FLYING'S MANAGEMENT NEEDS. Aviation Week and Space Technology, v. 97(11), Sep. 11, 1972: 9, 34-38, ff.
Eleven articles on management, security, unionization, employee benefits, advertising, etc., with editorial comment.

151. SPECIAL REPORT: BUSINESS FLYING'S NEW REQUIREMENTS. Aviation Week and Space Technology, v. 95(12), Sep. 20, 1971: 11, 38-39, ff.
Sixteen articles on regulations, legislation, maintenance, avionics, sales, etc., with editorial comment.

152. SPECIAL REPORT: INTERCONTINENTAL BUSINESS FLYING. Aviation Week and Space Technology, v. 93(24), Dec. 14, 1970: 40-41, ff.
Ten articles on reasons for expansion, flight planning, navaids, U.S. aid for foreign pilots, customs, etc.

153. Somers, Robert. OBSERVATIONS ON CORPORATE PILOT SALARIES. Professional Pilot, v. 9(4), Apr. 1975: 6, 8, 10-11.
Review and comparison with payscales in other occupations.

154. Trammell, Archie. GOLDEN AGE OF CORPORATE FLYING. Flying, v. 87(4), Oct. 1970: 44-49.
Brief history.

155. Trammell, Archie, and others. SPECIAL REPORT: THE FUEL SITUATION. Business and Commercial Aviation, v. 37(4), Oct. 1975: 89-104.
Overview of corporate aviation's fuel problems.

156. U.S. DISTRIBUTION OF THE CORPORATE TURBINE FLEET. Business and Commercial Aviation, v. 34(6), Jun 1974: 58-59, 61.
State-by-state totals for various types of aircraft.

C. <u>Industrial/Special</u>.

157. AGRICULTURAL AVIATION - FEEDING THE WORLD. Interavia, v. 30(12), Dec. 1975: 1271-1274.

158. AGRICULTURAL AVIATION IN THE EAST BLOC. Interavia, v. 30(12), Dec. 1975: 1285-1286.

159. Beall, James R. and Robert E. Downing. HELICOPTER UTILIZATION IN MUNICIPAL LAW ENFORCEMENT; ADMINISTRATIVE CONSIDERATIONS. Springfield, Ill., Thomas, 1972. ix, 80 p. (TL 540.71.B32)

160. Garvey, William. THE AG PILOT STORY. AOPA Pilot, v. 17(4), Apr. 1974: 53-56.
How the "air applicators" work.

161. _____. TO FEED THE WORLD - THE AGPLANE NOW. AOPA Pilot, v. 18(2), Feb. 1975: 31-33.
Need for more cropdusting aircraft.

162. Hoffsommer, Alan. AGRICULTURAL AVIATION GUIDE: A GROWING FIELD OF PILOT EMPLOYMENT. Rev. New York, Sports Car Press, 1973. 107 p. (Modern Aircraft Series) (TL 541.1.H6)

163. Lyon, Jim. FIRE DOWN BELOW. Flight International, v. 106 (3421), Oct. 3, 1974: 409-410.
Use of flying boats to fight forest fires.

164. Neuberger, Michael G. SPECIAL PURPOSE AIRCRAFT ENHANCE GENERAL AVIATION GROWTH. ICAO Bulletin, v. 31(11), Nov. 1976: 12-16.
Special mission aircraft now account for 40% of Beech Aircraft's international business.

165. Smith, Murray. 2,000,000 HOURS AND COUNTING. Professional Pilot, v. 9(12), Dec. 1975: 22-23, ff.
World's largest helicopter operation: mostly involved in oil production, its activities also include pipelines, crop dusting, highway construction and passenger service.

166. SMUGGLER PILOTS. Business and Commercial Aviation, v. 38(2), Feb. 1976: 74-76.
Attempts to stop smuggling, tricks used by smugglers.

167. Stebbins, Clair. PRISONER AIRLIFT -- BY LIGHTPLANE. AOPA Pilot, v. 19(3), Mar. 1976: 56-58.
Law enforcement officials use facilities of fixed base operators.

168. Trammell, Archie. THE AIRPLANE AND THE FOOD BUSINESS. Business and Commercial Aviation, v. 38(1), Jan. 1976: 9.
Aviation's contribution to food production.

169. U.S. AGRICULTURAL AIRCRAFT. Aviation Week and Space Technology, v. 104(11), Mar. 15, 1976: 111.
Table of specifications.

170. U.S. Civil Aeromedical Institute, Oklahoma City, Okla. AEROMEDICAL TRANSPORTATION AND GENERAL AVIATION. Washington, U. S. Federal Aviation Administration, Apr. 1971. 10 p. FAA-AM-71-18.
While military medical evacuation system is well developed, training, experience, legislative and education efforts are needed to assure optimum general aviation patient transportation.
Source: NTIS (AD-728 315)

171. Woodin, Rip. MEDICAL AIR OPERATIONS. AOPA Pilot, v. 19(3), Mar. 1976: 85-87.
Medical school fleet carries doctors to clinics throughout North Carolina.

D. Instructional.

172. Brechner, Berl. TRAINING AND PROFICIENCY: AT THE AIRPORT. AOPA Pilot, v. 17(10), Oct. 1974: 37-39.
Airport-based flight schools.

173. COLLEGES AND UNIVERSITIES WITH FLIGHT TRAINING AND/OR GROUND SCHOOL PROGRAMS. AOPA Pilot, v. 17(10), Oct. 1974: 43-44.

174. Gault, Ross T. TO SELL MORE FLIGHT INSTRUCTION, KNOW HOW TO TIP THE SALES SCALE. Airport Services Management, v. 16(3), Mar. 1975: 18-19.
Reinforce positive factors to satisfy students' felt needs.

175. Kershner, William K. THE FLIGHT INSTRUCTOR'S MANUAL. Ames, Iowa, Iowa State University Press, 1974. viii, 382 p. (TL 712.C5K38)

176. Taylor, T. AIRPLANE AS A TEACHING TOOL. Flying, v. 89(6), Dec. 1971: 54-56.
Learn to fly program aiding in high school level physics, geometry, English, social studies, mathematics, etc.

177. U.S. Federal Aviation Administration. AIRPLANE FLIGHT INSTRUCTOR WRITTEN TEST GUIDE. Washington, Sep. 1972. 47 p. Advisory Circular 61-11B.
Information on certification requirements, application procedures and reference study material; sample examination.
Source: GPO (TD4.408:In 7/972 SN 050-011-00061-5)

178. _____. FLIGHT INSTRUCTOR - AIRPLANE - WRITTEN TEST GUIDE. Washington, Apr. 1974. 77 p. Advisory Circular 61-72.
Source: GPO (TD 4.408:In 7/974 SN 050-007-00251-3)

179. _____. FLIGHT INSTRUCTOR INSTRUMENT - AIRPLANE - WRITTEN TEST GUIDE. Washington, Mar. 1974. 93 p. Advisory Circular 61-70.
Source: GPO (TD 4.8:In 7/6 SN 050-007-00252-1)

180. _____. FLIGHT INSTRUCTOR PRACTICAL TEST. Washington, Oct. 1969. (Reprinted 1976). 11 p. Advisory Circular 61-14A.
Source: GPO (TD 4.408:In 7/4 SN 050-011-00032-1)

181. _____. FLIGHT INSTRUCTOR REFRESHER CLINICS - SCHEDULING, ATTENDANCE, FACILITIES AND EQUIPMENT. Washington, Feb. 1974. 2 p. Advisory Circular 61-68.
Source: Dept. of Transportation, TAD-443.1.

182. _____. FLIGHT INSTRUCTOR ROTORCRAFT - HELICOPTER WRITTEN TEST GUIDE. Washington, May 1974. 79 p. Advisory Circular 61-74.
Source: GPO (TD 4.408:R74 SN 050-007-00272-6)

183. _____. FLIGHT INSTRUCTOR'S HANDBOOK. Washington, Oct. 1969. 118 p. (Reprinted 1972). Advisory Circular 61-16A.
For pilots preparing to apply for flight instructor certificates and for use as a reference by flight instructors.
Source: GPO (TD 4.408:In 7/3 SN 050-011-00031-3)

E. Personal.

184. AEROBATICS, LIKE EVERYTHING. Flying, v. 9(1), Jul. 1972: 45-50.
Men and women of the U.S. Aerobatic Team.

185. Blodget, Robert. HOW TO RUN A FLYING CLUB. Flying, v. 89(3), Sep. 1971: 54-55. v. 89(6), Dec. 1971: 80-81.

186. _____. HOW TO START A FLYING CLUB FOR FUN AND PROFIT. Flying, v. 88(6), Jun. 1971: 46-48.

187. Cook, LeRoy. ANYONE FOR AN AIRSHOW? Private Pilot, v. 11(4), Apr. 1976: 17-19.
How to organize one.

188. Emrich, Linn. THE COMPLETE BOOK OF SKY SPORTS. New York, Macmillan, 1970. xii, 208 p. (TL 750.E78)
Especially Chapter 5, p. 164-204, "Power plane."

189. Kinert, Reed Charles. RACING PLANES AND AIR RACES: A COMPLETE HISTORY. Fallbrook, Calif., Aero Publishers, Inc., 1967- (TL 540.5.K5)
Series covers all important air races from first international Air Meet, Rheims, France, 1909.
V. 1 1901-1923; v. 2 1924-1931; v. 3 1932-1939; v. 4 1946-1968; v. 5 - 1969 - annually.

190. Wilkerson, Jami. KEEP THE ANTIQUES FLYING. Air Line Pilot, v. 43(5), May 1974: 25-27.
Restoring, flying and housing antique planes.

NOTE: Material on all facets of personal flying is too voluminous to list.

- How to fly and necessary related knowledge are continuing subjects of both periodical articles and books. See also section headed "Pilots and Piloting."

- Personal experiences in flying appear abundantly in both periodical literature and books. The latter range from subjective expressions such as Richard Bach's A Gift of Wings to tales of specific flights such as Charles A. Lindbergh's We.

- Annual air shows and special general aviation-related events are reported in the periodical literature.

See also list of journals, p. 63.

EQUIPMENT AND TECHNOLOGY

A. Aircraft Technology.

191. Aarons, Richard N. ELECTRONIC FUEL CONTROLS. Business and Commercial Aviation, v. 35(5), Nov. 1974: 48-50.
How they work to get performance and safety from new technology engines not possible with conventional means.

192. _____. THE UPS AND DOWNS OF PRESSURIZATION. Business and Commercial Aviation, v. 33(5), Nov. 1973: 54-60.
Pressurization systems and how they work on twin engine general aviation aircraft.

193. Battelle Memorial Institute, Columbus, Ohio. INVESTIGATION OF THE APPLICABILITY OF THE FREE-WING PRINCIPLE TO LIGHT, GENERAL AVIATION AIRCRAFT. Washington, U.S. National Aeronautics and Space Administration, Jun. 1972. 120 p. NASA-CR-2046 (IR 72-01798)
Wing free to pivot about a spanwise axis forward of its aerodynamic center and subject only to aerodynamic pitching moments imposed by lift and drag forces and a training-edge control surface could have substantial gust-alleviation benefits.
Source: NTIS (N72-26996)

194. Brantigan, John W. WHEN BEING "ON OXYGEN" IS NOT GOOD ENOUGH. AOPA Pilot, v. 17(8), Aug. 1974: 38-40.
Typical general aviation oxygen equipment not adequate in some situations.

195. Chausse, Ron. SUPER WINGS ARE COMING. Private Pilot, v. 11(4), Apr. 1976: 24-27.
New airfoils from NASA.

196. _____. TAIL FIRST OR LAST? Private Pilot, v. 10(5), May 1975: 46-47.
Aerodynamic concepts of a "tail first" aircraft.

197. _____. WHY TWO WHEN ONE WILL DO? IT HAS TO DO WITH NUMBERS. Private Pilot, v. 10(3), Apr. 1975: 15-20.
Advantages of twin engine over single engine craft.

198. Crane, Harold L. and others. APPLICATIONS OF ADVANCED AERONAUTICS TECHNOLOGY TO LIGHT AIRCRAFT. Society of Automotive Engineers, Business Aircraft Meeting, Wichita, Kans., Apr. 3-6, 1973. 23 p.
Discusses project, partly NASA funded, for adapting advanced technology, much of it borrowed from the jet transport, to general aviation design practice.
Source: SAE (Paper 730318)

199. Hamilton Standard, Windsor Locks, Ontario. ADVANCED GENERAL AVIATION PROPELLER STUDY. Washington, U.S. National Aeronautics and Space Administration, Apr. 1971. 206 p. NASA-CR-114289 (IR 76-0457)
Effects on performance, noise, weight and cost of advanced general aviation aircraft propellers of technology anticipated in 1980 time period.
Source: NTIS (N71-35206)

200. Kohlman, David L. and Carl H. Brainerd. EVALUATION OF SPOILERS FOR LIGHT AIRCRAFT FLIGHT PATH CONTROL. Journal of Aircraft, v. 11(8), Aug. 1974: 449-456.

201. Lewis, David. EGT: METER FOR MISERS. Private Pilot, v. 9(4), May 1974: 36-39.
Techniques for installing and using exhaust gas temperature monitors to save on fuel consumption.

202. NEW ENGINES FOR AGRICULTURAL AIRCRAFT. Interavia, v. 30(12), Dec. 1975: 1283-1284.

203. North Carolina State University, Raleigh, N.C. A DESIGN STUDY FOR A SIMPLE-TO-FLY, CONSTANT ATTITUDE LIGHT AIRCRAFT. Washington, U.S. National Aeronautics and Space Administration, Mar. 1973. 322 p. NASA-CR-2208 (IR 73-00976)
While such aircraft would reduce hazards to occupants, costs would be increased.
Source: NTIS (N73-18037)

204. Ohio State University Research Foundation, Columbus, Ohio. DEVELOPMENT OF STALL DETERRENT DEVICE FOR SMALL AIRPLANES. Washington, U.S. Federal Aviation Administration, Jun. 1975. 68 p. FAA-RD-75-53. (IR 75-0796) (See also Item 214.)
Kinesthetic-tactual display presents continuous angle of attack information to pilot during critical operational phases.
Source: NTIS (AD-A012 387)

205. Princeton University, Princeton, N. J. FLYING QUALITIES OF SMALL GENERAL AVIATION AIRPLANES. Part 1. The influence of Dutch-roll frequency, Dutch-roll damping, and dihedral effect. Washington, U. S. Federal Aviation Administration, Jun. 1969. 56 p. FAA-DS-69-8 (IR 70-01075)
Four part study in which experiments were conducted with a variable stability flying simulator. The results are presented in a generalized quantitative form useful to designers.
Source: NTIS (AD-690 899)

206. _____. _____.
Part 2. The influence of roll control sensitivity, roll damping, Dutch-roll excitation, and spiral stability. Apr. 1970, 131 p. FAA-RD-70-65. (IR 71-00005)
Source: NTIS (AD-715 582)

207. _____. _____.
Part 3. The influence of short period frequency and damping, pitch control sensitivity, and lift curve slope. Dec. 1971. 47 p. FAA-RD-71-4 (IR 72-00677)
Source: NTIS (AD-739 879)

208. _____. _____.
Part 4. Review of some recent in-flight simulation experiments and some suggested criteria. Dec. 1971. 113 p. FAA-RD-71-118 (IR 72-00679)
Source: NTIS (AD-739 880)

209. Rice, Robert K. and Robert B. Oettling. PRELIMINARY WIND TUNNEL TESTS OF A FINITE ASPECT RATIO HIGH PERFORMANCE GENERAL AVIATION WING. Journal of Aircraft, v. 13(3), Mar. 1976: 223-224.

210. ROSKAM, Jan. OPPORTUNITIES FOR PROGRESS IN GENERAL AVIATION TECHNOLOGY. American Institute of Aeronautics and Astronautics, 11th Annual Meeting and Technical Display, Washington, D.C., Feb. 24-26, 1975. 15 p.
In areas such as controls, structures, propulsion, avionics, etc., decade ahead should be one of exciting new developments.
Source: AIAA (Paper 75-292)

211. Roskam, Jan and David L. Kohlman. THE GRUDGING PROGRESS OF LIGHT PLANE DESIGN. Air Progress, v. 34(1), Jan. 1974: 28-37, 80.
Why has progress been so slow, who has the bright, new ideas, and is anyone exploiting them?

212. Saunders, George and Dan Manningham. HELICOPTER STABILITY. Business and Commercial Aviation, v. 36(1), Jan. 1975: 66-68, ff.
Dynamics of helicopter stability and control.

213. Schneider, C. E. NEW ERA OPENING IN AIRCRAFT DESIGN. Aviation Week & Space Technology, v. 92(25), Jun. 22, 1970: 249-250.
Advances in aerodynamics, materials and methods of production expected to spur significant changes in business aircraft within next 15 years.

214. Texas A&M Research Foundation, College Station, Texas. DEVELOPMENT OF STALL DETERRENT CONCEPTS FOR GENERAL AVIATION AIRCRAFT. Washington, U. S. Federal Aviation Administration, Feb. 1975. 152 p. FAA-RD-75-52 (IR 75-0814) (See also Item 204)
Study of feasibility of five approaches to development of a stall deterrent device and test plan for development of most advantageous among these.
Source: NTIS (AD-A012 386)

215. U. S. Federal Aviation Administration. FATIGUE EVALUATION OF WING AND ASSOCIATED STRUCTURE ON SMALL AIRPLANES. Washington, May 1973. 38 p. AFS-120-73-2. (IR 73-01519)
Develops methods to evaluate adequacy of small airplane structures from both a fail-safe and safe-life point of view.
Source: NTIS (AD-762 832)

216. U. S. National Aeronautics and Space Administration, Ames Research Center, Moffett Field, Calif. FULL-SCALE WIND TUNNEL TESTS OF A SMALL UNPOWERED JET AIRCRAFT WITH A T-TAIL. Washington, Nov. 1971. 99 p. NASA-TN-D-6573 (IR 72-00099)
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Source: NTIS (N72-10031)

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Source: NTIS (N74-11821)

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Summarizes findings of NASA & NACA research on effects of pertinent design features.
Source: NTIS (N72-12990)

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12 p.

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Source: SAE (Paper 730876)

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Source: NTIS (N75-12943)

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Technical data and performance specifications of over 100 aircraft types studied in effort to develop simple, rapid method for assessing design quality of light aircraft with widely varying performance characteristics.

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"Status of current National Aeronautics and Space Administration programs that are aimed at providing new technology for aircraft designs that will improve both safety and utility while reducing the environmental impact of general aviation to acceptable levels." - author.
Source: AIAA (Paper 75-290)

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239. Parsens, Edward M. ADF: HERE'S HOW IT WORKS: Private Pilot, v. 9(4), May 1974: 56-57.

240. _____. DME: HOW IT WORKS. Private Pilot, v. 9(10), Oct. 1974: 40-41.

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243. Penny, Peter E. GPWS FOR CORPORATE/BUSINESS AIRCRAFT. ICAO Bulletin, v. 30(3), Mar. 1975: 28-31.
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244. PRODUCTS DIRECTORY. Business and Commercial Aviation, v. 38(4), Apr. 1976: 178-188.
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249. U.S. National Aeronautics and Space Administration, Langley Research Center, Hampton, Va. AN EXPLORATORY SIMULATION STUDY OF A HEAD-UP DISPLAY FOR GENERAL AVIATION LIGHTPLANES. Washington, Dec. 1973. 50 p. NASA-TN-D-7456 (IR 74-1190)
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AIRPORTS AND SERVICES

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251. Buley, George L. DESIGN OF GENERAL AVIATION AIRPORTS AND HELIPORTS. Society of Automotive Engineers, National Business Aircraft Meeting, Wichita, Kansas, Mar. 18-20, 1970. 7 p.
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Source: SAE (Paper 700231)

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253. _____. _____.
Summary Report Task II. Comparative analysis of selected general aviation airports. Feb. 1975. 318 p. (IR 75-0741)
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Detailed evaluation of standards and requirements of the Federal Aviation Administration.
Source: NTIS (AD-A011 542)

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Final Report. May 1975. 23 p. (IR 75-0743)
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Source: NTIS (AD-A011 543)

256. General Aviation Operations Research, Inc., Fallbrook, Calif. ANALYSIS OF THE IMPACT OF TERMINAL CONTROL AREA (TCA) IMPLEMENTATION ON GENERAL AVIATION ACTIVITY. Washington, U.S. Federal Aviation Administration, May 1976. 75 p. FAA-AVP-77-13 (IR 77-0333)
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List of FAA-designated fields for relief of hub airports at 58 cities.

259. U.S. Federal Aviation Administration. AIRPORT DESIGN STANDARDS, GENERAL AVIATION AIRPORTS, BASIC AND GENERAL TRANSPORT. Washington, Jul. 1969. 42 p. Advisory Circular 150/5300-6.
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260. _____. THE AIRPORT - IT'S INFLUENCE ON THE COMMUNITY ECONOMY. Washington, 1967. 69 p.
Tangible evidence of significant community benefit causally related to development of airports built primarily for use by general aviation and with financial assistance under Federal-aid Airport Program. (IR 75-0425)

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262. _____. UTILITY AIRPORTS - AIR ACCESS TO NATIONAL TRANSPORTATION. Washington, Jun. 1975. 114 p. Advisory Circular 150/5300-4B.
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263. Dieker, Charles W. CHECKLIST FOR GOOD FBO MANAGEMENT. Airport World, v. 7(1), Jan. 1974: 16-19.

264. General Aviation Manufacturers Association. MR. AVIATION: HOW TO LAND A CAREER AS A FIXED BASE OPERATOR. Washington, /1974/ 12 p. (TL 561.G37)

265. HOW TO DEVELOP AWARD WINNING LINE SERVICE. Airport Services Management, v. 16(2), Feb. 1975: 26-27.
Tips for fixed base operators.

266. PROFESSIONAL FLIGHT LINE SERVICE. Airport World, v. 6(11), Nov. 1973: 23-38.
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PILOTS AND PILOTING

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268. Black, Martin. WEIGHT AND BALANCE. Private Pilot, v. 9(10), Oct. 1974: 24-29.
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269. Cook, LeRoy. IMPROVING YOUR LANDINGS. Private Pilot, v. 10(6), Jun. 1975: 19-23.
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270. Cotton, Bill. REMOTE-AIRPORT IFR. Business and Commercial Aviation, v. 38(3), Mar. 1976: 46-49.
Considerations and techniques for the general aviation pilot.

271. THE FINE ART OF DESERT FLYING. AOPA Pilot, v. 18(4), Apr. 1975: 45-48.
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273. Garvey, William. TRAINING AND PROFICIENCY: IN THE CLASSROOM. AOPA Pilot, v. 17(10), Oct. 1974: 34-36.
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276. Jones, John Paul. STALLS. Flight Operations, v. 65(3), Mar. 1976: 36-39, ff.
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278. Lehman, Charles A. MAKE A FUSS! AOPA Pilot, v. 17(4), Apr. 1974: 66-69.
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284. PLANNING AHEAD FOR SURVIVAL. AOPA Pilot, v. 18(3), Mar. 1975: 36-37.
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285. Schiff, Barry. ENGINE FAILURE AFTER TAKE-OFF. AOPA Pilot, v. 17(11), Nov. 1974: 22-26.
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286. Sweazey, Robert W. TRAINING AND PROFICIENCY: IN THE COCKPIT. AOPA Pilot, v. 17(10), Oct. 1974: 29-42.
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289. Trammell, Archie. INCAPACITATION AND THE SINGLE-PILOT OPERATOR. Business and Commercial Aviation, v. 35(6), Dec. 1974: 75.
Procedures to follow to help passengers handle an emergency.

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Source: NTIS (N77-11033)

292. U.S. National Aviation Facilities Experimental Center, Atlantic City, N.J. VISUAL ATTENTION OF PRIVATE PILOTS, THE PROPORTION OF TIME DEVOTED TO OUTSIDE THE COCKPIT. Washington, U. S. Federal Aviation Administration, May 1976. 25 p. FAA-NA-75-28; RD-76-80. (IR 76-0844)
A test environment for pilot warning systems to aid visual detection of potential threats should be realistic about proportion of attention available for outside search.
Source: NTIS (AD-A025 468)

293. Williams, J. R. FLYING MULTI-ENGINE AIRPLANES. Private Pilot, v. 11(6), Jun. 1976: 44-47.
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B. Handbooks.

294. Aero Products Research, Inc. Aviation Education Department. PRIVATE PILOT. 6th ed. Los Angeles, Calif., 1973. Various pagings. (TL 710.A48)
Programmed course designed to prepare students for FAA private pilot airplane written examination.

295. Aircraft Owners and Pilots Association. AOPA HANDBOOK FOR PILOTS. Washington, 1976. 320 p. (TL 710.A58)
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301. _____. TRAINING AND PROFICIENCY: BY THE BOOK. AOPA Pilot, v. 17(10), Oct. 1974: 31-33.
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303. Reithmaier, Larry W. PRIVATE PILOT'S GUIDE. Fallbrook, Calif., Aero Publishers, 1972. 288 p. (TL 544.R45)
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304. Taylor, Richard L. FAIR-WEATHER FLYING. New York, Macmillan Publishing Co., Inc., 1974. xiv, 297 p. (TL 710.T29)
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Essential, authoritative information used in training and guiding applicants for private pilot certification, instructor and flying school staffs.
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308. Aarons, Richard N. CORPORATE HELICOPTER MAINTENANCE. Business and Commercial Aviation, v. 38(1), Jan. 1976: 82-85.

309. ACCEPTABLE ALTERNATE ENGINE FUELS. AOPA Pilot, v. 17(3), Mar. 1974: 25.
Charts arranged by engine type.

310. Collier, Myron W. 5100 HOURS AT FIRST OVERHAUL. Professional Pilot, v. 10(2), Feb. 1976: 24-28.
Care of engines to reduce maintenance costs.

311. Elwell, Russell C. THE WAR AGAINST ENGINE CORROSION. AOPA Pilot, v. 17(7), Jul. 1974: 40-42.
Techniques for preventing corrosion in infrequently used aircraft.

312. Johnson, Jack. FLY THE ENGINE. Private Pilot, v. 9(3), Apr. 1974: 26-31.
How to use the engine most efficiently; damage caused by improper use.

313. King, Jack L. CONSIDERATIONS IN SELECTING O&R FACILITY. Professional Pilot, v. 8(8), Aug. 1974: 16-18, 20.
What corporate operators should consider in selecting an overhaul and repair facility.

314. MAKING SENSE OUT OF MANUALS. AOPA Pilot, v. 17(7), Jul. 1974: 61-63.
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Pros and cons of different maintenance inspection programs.

SAFETY AND ACCIDENTS

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Source: SAE (Paper 720308)

317. Altman, H. Beare. CORPORATE/EXECUTIVE AIRCRAFT PASSENGER SAFETY: AN EDUCATIONAL APPROACH. SAFE Journal, v. 5(1), Spring 1975: 7-11.

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318. Bruce, James and John Draper. CRASH SAFETY IN GENERAL AVIATION AIRCRAFT. Washington, Center for Study of Responsive Law, 1970. 98 p. Processed. (TL 720.5.B88)

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319. Collins, R. L. CALLING IT SAFE: A HARD LOOK AT CERTIFICATION. Flying, v. 92(1), Jan. 1973: 73-76.

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320. Daiutolo, Hector. DYNAMIC TESTS OF GENERAL AVIATION OCCUPANT RESTRAINT SYSTEMS. Society of Automotive Engineers, National Business Aircraft Meeting, Wichita, Kans., Mar. 15-17, 1972. 72 p.

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Source: SAE (Paper 720325)

321. Hoekstra, Harold D. and Shung-Chai Huang. SAFETY IN GENERAL AVIATION. Arlington, Va., Flight Safety Foundation, 1971. iv, 126 p. (TL 720.5.H63)

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324. Lockheed-California Company, Burbank, Calif. A METHOD OF ANALYSIS FOR GENERAL AVIATION AIRPLANE STRUCTURAL CRASH-WORTHINESS. Washington, U.S. Federal Aviation Administration, Sep. 1976. 317 p. FAA-RD-76-123. (IR 76-1632)
Computerized crash analysis program can be tool to facilitate development of improved crashworthiness.
Source: NTIS (AD-A032 415)

325. Madayag, A. F. FAA GENERAL AVIATION CRASHWORTHINESS PROGRAM. Society of Automotive Engineers, Business Aircraft Meeting, Wichita, Kans., Apr. 3-6, 1973. 12 p.
In depth discussion of Federal Aviation Administration Crashworthiness Program for Small Airplanes (propeller-driven) and on-going efforts by various federal agencies in support of this program.
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326. Princeton University, Dept. of Aerospace and Mechanical Science, Princeton, N. J. GENERAL AVIATION AIRCRAFT SAFETY. Princeton University Conference Meeting Nr. 119, Oct. 24-25, 1973. Washington. U.S. Federal Aviation Administration, Oct. 1974. 149 p. FAA-RD-74-154. (IR 75-0064)
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Source: NTIS (AD-A003 124)

327. SAFETY IS NO ACCIDENT - THE FIRST COMMANDMENT. Interavia, v. 31(3), Mar. 1976: 233-234.
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328. Silver, Brent W. THE FUTURE OF SAFETY IN GENERAL AVIATION. AIAA Student Journal, v. 14(3), Fall 1976: 12-15.
Statistics show that level of safety in general aviation is not good.

329. Strickler, Mervin K. and Jack J. Eggspuehler. GENERAL AVIATION SAFETY - FACT AND FICTION. AIAA Student Journal, v. 12, Winter 1974-1975: 8-12.
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Source: SAE (Paper 740353)

331. Trammell, Archie. MIDAIR COLLISIONS. Business and Commercial Aviation, v. 38(1), Jan. 1976: 96-97.
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Source: AIAA (Paper 75-291)

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Source: NTIS (AD-202 923)

334. U.S. Federal Aviation Administration. SAFETY EFFECTS OF DIVERSIONS OF GENERAL AVIATION AIRCRAFT OPERATIONS FROM TOWER TO NON-TOWERED AIRPORTS. Washington, Jul. 1974. 88 p. (IR 75-0031)
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Listing of all U.S. registered aircraft by N number, showing make, model, year, owner and address. Semi-annual.
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Statistics on general aviation industry.

SOURCES FOR OBTAINING DOCUMENTS *

American Institute of Aeronautics and Astronautics (AIAA)
Technical Information Service
750 Third Avenue
New York, New York 10017

National Technical Information Service (NTIS)
5285 Port Royal Road
Springfield, Virginia 22161

Society of Automotive Engineers (SAE)
2 Pennsylvania Plaza
New York, New York 10001

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* See also list of Associations

ASSOCIATIONS

Aircraft Owners and Pilots Association (AOPA)
7315 Wisconsin Avenue
Bethesda, Maryland 20014

Association of Local Transport Airlines (ALTA)
1801 K Street, N.W., Suite 803
Washington, D.C. 20006

Commuter Airline Association of America (CAAA)
1001 Connecticut Avenue, N.W.
Washington, D.C. 20036

Flight Safety Foundation (FSF)
1800 North Kent Street
Arlington, Virginia 22209

General Aviation Manufacturers Association (GAMA)
1025 Connecticut Avenue, N.W.
Washington, D.C. 20036

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Washington, D.C. 20005

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16740 Highway 281 South
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Washington, D.C. 20036

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